

## 4.0 Georgia Avenue and Kennedy Street NW

The intersection of Georgia Avenue and Kennedy Street NW is located in Ward 4. There is no nearby Metro station, but it is a major bus transfer point. The intersection is served by the 70/79 routes that travel on Georgia Avenue, and the E4 route that travels on Kennedy Street. At the study intersection, Georgia Avenue is a north-south roadway, with two-way traffic; Kennedy Street is an east-west roadway, with two-way traffic. Georgia Avenue is classified as a principal arterial with a posted speed limit of 30 mph. Kennedy Street is classified as a collector with a posted speed limit of 25 mph. The average ADT is 21,000 along Georgia Avenue and 7,100 along Kennedy Street.



Figure 12. Georgia Avenue and Kennedy Street NW Site Visit

The May 26, 2016 site visit included Councilmember Cheh’s staff, Councilmember Todd and staff, bicycle and pedestrian safety advocates, MOCRS staff, DDOT staff, and a representative from the DC Pedestrian Advisory Council.

### 4.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 41 crashes at this intersection. Of those, 29 percent of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Another 17 percent of the crashes were rear ends, which occur due to sudden stops. The total crashes resulted in one disabling injury, and one non-disabling injury. Four pedestrians and one bicyclist were involved in crashes at this intersection. Alcohol or drugs were a factor in one crash. Figure 13 provides the summary

### Spring 2016 High Crash Intersection Site Visits



report of crashes at this intersection. Figure 14 provides a collision diagram for the crashes at this intersection.

DC Department of Transportation - Traffic Accident Reporting and Analysis System

**Accident Summary Report (R-7)**

Intersection: GEORGIA AVE and KENNEDY ST, NW						
Time Period Covered: From 01/01/2013 To 12/31/2015		Prepared By: Steven Arhin		Prepared Date: 5/24/2016		
Total Number of Accident:	41	Collision Type	#ACC	%	Collision Type	#ACC %
Total Number of Fatalities:	0	Right Angle:	4	9.6%	Fixed Object:	1 2.4%
Total Number of Injuries:	23	Left Turn:	3	7.3%	Ran Off Road:	0 0.0%
Total Number of Disabling Injuries:	1	Right Turn:	1	2.4%	Ped. Involved:	4 9.8%
Total Number of NonDisabling Injuries:	1	Rear End:	7	17.1%	Backing:	1 2.4%
Total Number of Pedestrians Involved:	4	Side Swiped:	12	29.3%	Non Collision:	0 0.0%
Total Number of Bicycles Involved:	1	Head On:	1	2.4%	Under/Over Ride:	0 0.0%
Total Number of Motorcycles Involved:	0	Parked:	1	2.4%	Unspecified:	6 14.6%
<b>Time of Day</b>			<b>Day of Week</b>			
07:30 ~ 09:30:	2	4.9%	Sunday:	5	12.2%	
09:30 ~ 11:30:	4	9.8%	Monday:	11	26.8%	
11:30 ~ 13:30:	6	14.6%	Tuesday:	4	9.8%	
13:30 ~ 16:00:	5	12.2%	Wednesday:	4	9.8%	
16:00 ~ 18:30:	8	19.5%	Thursday:	4	9.8%	
18:30 ~ 07:30:	16	39.0%	Friday:	6	14.6%	
Unspecified:	0	0.0%	Saturday:	7	17.1%	
<b>Weather Condition</b>			<b>Surface Condition</b>			
Clear:	32	78.0%	Dry:	32	78.0%	
Rain:	7	17.1%	Wet:	7	17.1%	
Snow:	0	0.0%	Snow/Ice:	0	0.0%	
Sleet/Hail:	0	0.0%	Slush:	0	0.0%	
Fog/Mist:	0	0.0%	Water/Sand:	0	0.0%	
Crosswind/Blowing Sand:	1	2.4%	Repairing:	0	0.0%	
Unspecified:	1	2.4%	Unspecified:	2	4.9%	
<b>Type of Vehicle</b>			<b>Accident Severity Type</b>			
Passenger Car:	65	82.3%	Fatal Collision:	0	0.0%	
Bus:	6	7.6%	Injury Collision:	19	46.3%	
Truck:	2	2.5%	PDO Collision:	22	53.7%	
Taxi:	1	1.3%	<b>Light Condition</b>			
Minivan:	0	0.0%	Daylight:	26	63.4%	
Police/Emergency Vehicle:	1	1.3%	Dawn/Dusk:	3	7.3%	
Motorcycle/Moped:	1	1.3%	Dark(Lighted):	11	26.8%	
Bicycle:	1	1.3%	Dark(Not Lighted):	0	0.0%	
Fixed Object:	0	0.0%	Dark(Unknown Lighting):	0	0.0%	
Unspecified:	2	2.5%	Unspecified:	1	2.4%	
<b>Contributing Factor</b>			<b>Pedestrian Actions</b>			
Driver: Speed:	0	0.0%	In Crosswalk with Signal:	2	50.0%	
Driver: Alcohol/Drug:	1	1.3%	In Crosswalk against Signal:	1	25.0%	
Driver: Electronic Device:	0	0.0%	In Crosswalk no Signal:	0	0.0%	
Driver: Others:	14	17.7%	In Unmarked Crosswalk:	0	0.0%	
Vehicle:	0	0.0%	Not In Crosswalk:	0	0.0%	
Roadway:	0	0.0%	From Between Parked Cars:	0	0.0%	
Unspecified:	64	81.0%	Unspecified:	1	25.0%	

7 Records are not approved as of 5/24/2016 11:46:13 AM

Figure 13. Georgia Avenue and Kennedy Street NW Crash Data

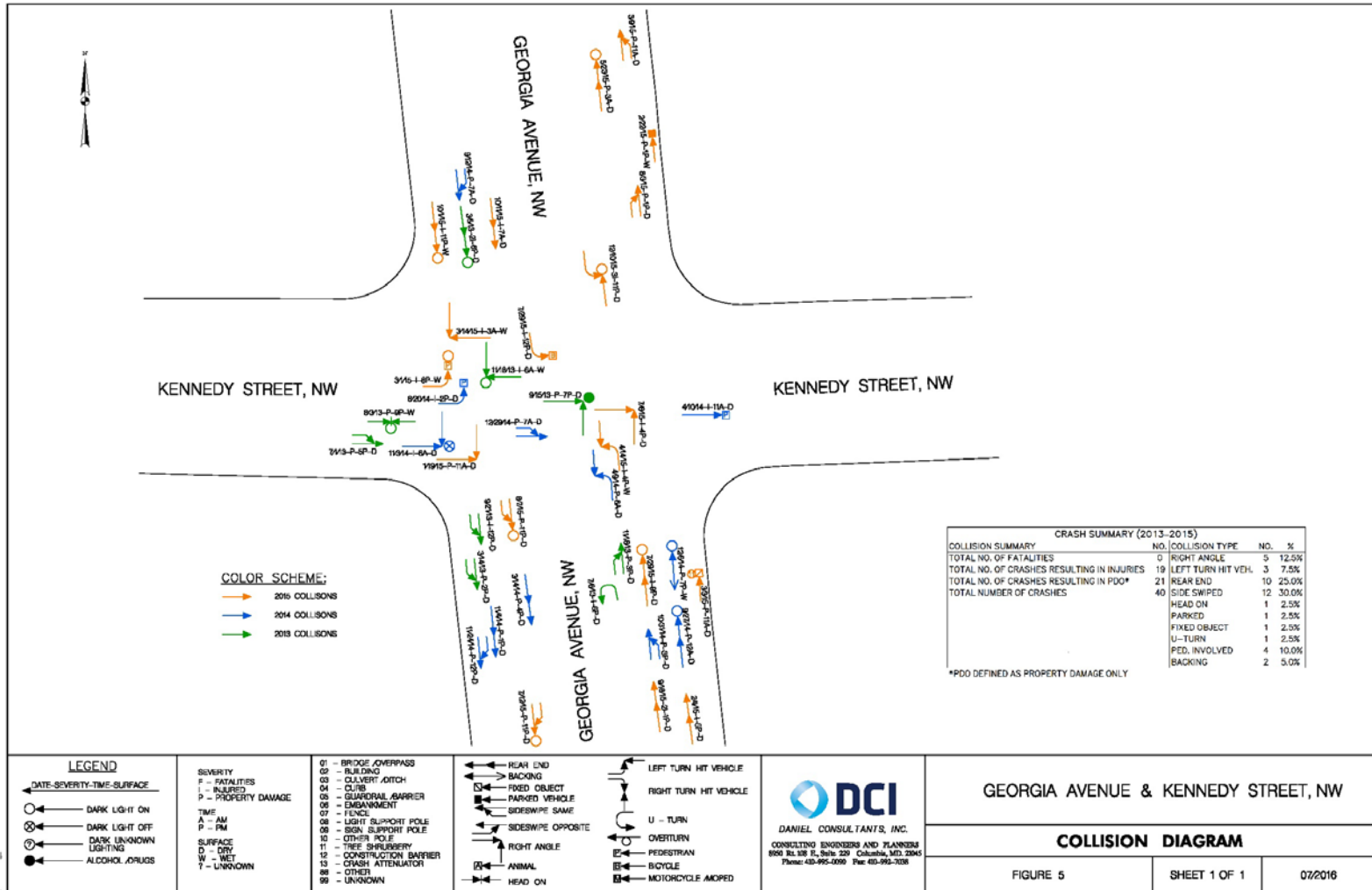


Figure 14. Georgia Avenue and Kennedy Street NW Crash Diagram

Spring 2016 High Crash Intersection Site Visits

## **4.2. Recent and Planned Projects**

DDOT is currently administering the construction phase of the Kennedy Street Revitalization Project, which extends from Georgia Avenue to North Capitol Street. Work completed to date includes catch basin installation, new granite curbs, brick sidewalk placement, and other streetscape improvements. Construction started in October 2016 and will continue through the fall of 2017. The project has been in process for several years, starting with planning meetings in 2013.

DDOT completed the Rock Creek East II Livability Study in September 2016. The large study area included this intersection, and identified a variety of transportation and green infrastructure recommendations throughout the study area. The livability study referred to the Vision Zero efforts to enhance pedestrian safety.

DDOT is beginning design on a second phase of Kennedy Street reconstruction, from Georgia Avenue to 16<sup>th</sup> Street. The design is expected to be complete in December 2017. Several of the following recommended actions may be implemented through the street reconstruction.

## **4.3. Site Visit Observations**

On Thursday, May 26, 2016, beginning at 4:30 PM, participants identified issues related to all travel modes. Some can be addressed with short-term measures, while others will require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.

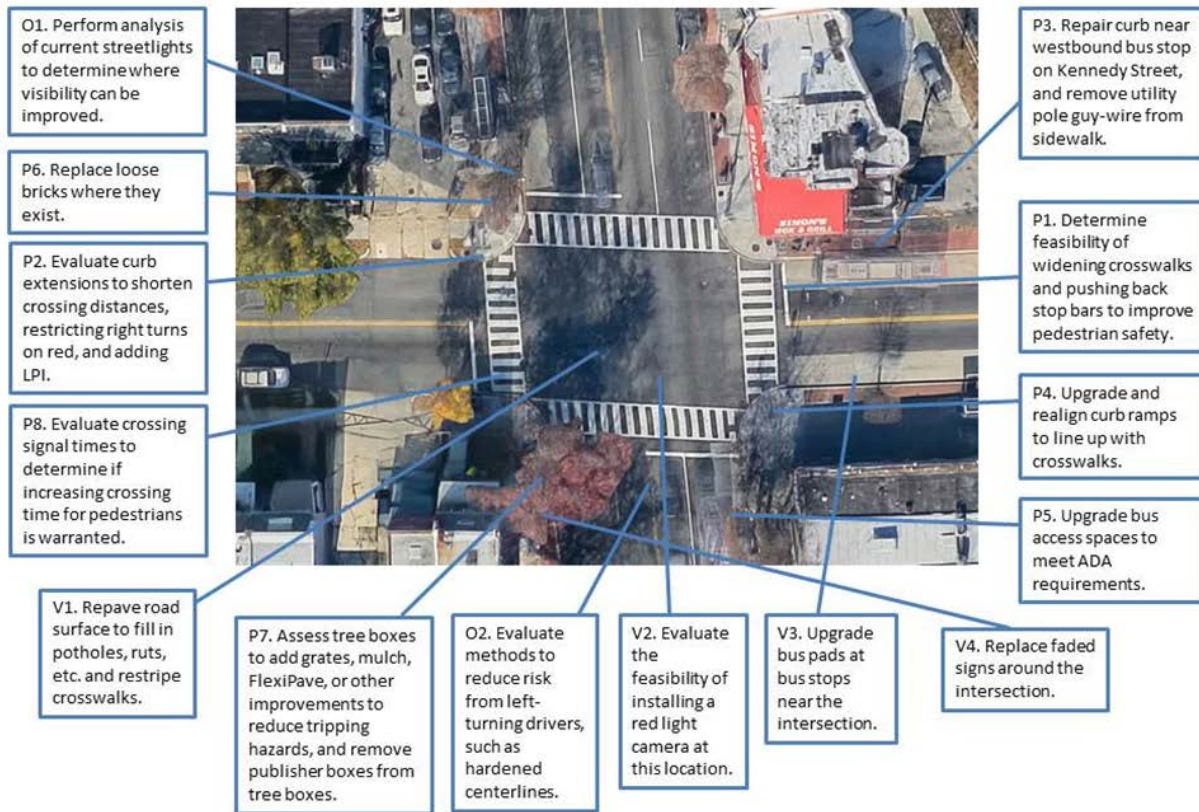


Figure 15. Georgia Avenue and Kennedy Street NW Site Visit Observations

**Overall Issues**

- O1. Perform analysis of current streetlights to determine where visibility can be improved.
- O2. Evaluate methods to reduce risk from left-turning drivers, such as hardened centerlines.

**Pedestrian Issues**

- P1. Determine feasibility of widening crosswalks and pushing back stop bars to improve pedestrian safety.
- P2. Evaluate curb extensions to shorten crossing distances, restricting right turns on red, and adding LPI.
- P3. Repair curb near westbound bus stop on Kennedy Street, and remove utility pole guy-wire from sidewalk.
- P4. Upgrade and realign curb ramps to line up with crosswalks.
- P5. Upgrade bus access spaces to meet ADA requirements.
- P6. Replace loose bricks where they exist.

P7. Assess tree boxes to add grates, mulch, FlexiPave, or other improvements to reduce tripping hazards, and remove publisher boxes from tree boxes.

P8. Evaluate crossing signal times to determine if increasing crossing time for pedestrians is warranted.

**Bicycle Issues**

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

**Vehicular Issues**

V1. Repave road surface to fill in potholes, ruts, etc. and restripe crosswalks.

V2. Evaluate the feasibility of installing a red light camera at this location.

V3. Upgrade bus pads at bus stops near the intersection.

V4. Replace faded signs around the intersection.

**4.4. Next Steps**

The following table identifies the next step for each issue and the associated timeline. Wherever possible, both design/evaluation and implementation timelines are noted, but further exploration for some issues may find potential solutions infeasible.

Issue	Action	Timeframe
<b>Overall Issues</b>		
O1. Lack of visibility at the intersection.	Perform analysis of current streetlights to determine where visibility can be improved.	Evaluation: Spring 2017 Implementation: Improvements will be determined based on evaluation results.
O2. Three collisions involving a pedestrian or bike occurred from a left turning vehicle.	Evaluate methods to reduce risk from left-turning drivers, such as hardened centerlines.	Evaluation: Spring 2017 Implementation: To be determined based on evaluation outcome.
<b>Pedestrian Issues</b>		
P1. Crosswalks are too narrow for pedestrians.	Determine feasibility of widening crosswalks and pushing back stop bars to improve pedestrian safety.	Evaluation: Spring 2017 Implementation: To be determined based on evaluation outcome.



Issue	Action	Timeframe
P2. Three pedestrian collisions occurred in the crosswalks.	Evaluate curb extensions to shorten crossing distances, restricting right turns on red, and adding LPI.	Evaluation: Winter 2017 Implementation: Curb extensions under analysis. Restricting right turns on red and adding LPI are not feasible, due to no exclusive turn lanes at intersection and the turning volume is not high enough.
P3. Westbound bus stop on Kennedy Street has a chunk missing from the curb, and has a utility pole guy-wire grounded within it.	Repair curb near westbound bus stop on Kennedy Street, and remove utility pole guy-wire from sidewalk.	Evaluation: Spring 2017 Implementation: Repairing curb will be addressed through Kennedy Street reconstruction, complete by Fall 2017. Guy-wire placement and bus stop location will be evaluated through Kennedy Street Phase 1 reconstruction.
P4. Curb ramps are not aligned with crosswalks.	Upgrade and realign curb ramps to line up with crosswalks.	Evaluation: Spring 2017 Implementation: To be addressed through Kennedy Street Phase 2 reconstruction.
P5. Pedestrian bus access landings are not in compliance with ADA.	Upgrade bus access spaces to meet ADA requirements.	Evaluation: Spring 2017 Implementation: Currently evaluating improvements to bus stops, including if they should be moved to the far side for safety reasons.
P6. Bricks are loose in several places.	Replace loose bricks where they exist.	Evaluation: Winter 2017 Implementation: To be addressed through Kennedy Street Phases 1 and 2 reconstructions.
P7. Soil erosion in tree boxes presents a potential tripping hazard. Curbside trees have uplifted portions of sidewalks. Publisher boxes are in tree boxes.	Assess tree boxes to add grates, mulch, FlexiPave, or other improvements to reduce tripping hazards, and remove publisher boxes from tree boxes.	Evaluation: Winter 2017 Implementation: DDOT to place mulch in tree boxes as short term solution. Uplifted sidewalks to be addressed through Kennedy Street Phases 1 and 2 reconstructions.
P8. Crossing intervals appear short for both Georgia Avenue and Kennedy Street.	Evaluate crossing signal times to determine if increasing crossing time for pedestrians is warranted.	Evaluation: Spring 2017 Implementation: Currently evaluating if signal timing changes are recommended. Final determination in March.

Issue	Action	Timeframe
<b>Vehicular Issues</b>		
V1. Asphalt roadway surface on all approaches and within the crosswalks are in poor condition.	Repave road surface to fill in potholes, ruts, and other issues, and restripe crosswalks.	Evaluation: Winter 2017 Implementation: East side of Kennedy St will be resurfaced in Phase 1 of the reconstruction project, with the west side following in Phase 2.
V2. Red light running and speeding was observed.	Evaluate the feasibility of installing a red light camera at this location.	Evaluation: Winter 2017 Implementation: Crash history profile does not suggest that intersection would benefit from correction from a ride light camera.
V3. On street bus pads are in poor condition.	Upgrade bus pads at bus stops near the intersection.	Evaluation: Winter 2017 Implementation: DDOT is evaluating improvements to bus stops, including if they should be moved to the far side for safety reasons.
V4. Faded signs are present around the intersection.	Replace faded signs around the intersection.	Evaluation: Winter 2017 Implementation: Shop orders submitted February 2017 for new street cleaning, no standing, parking, and block number signs.

*Table 4. Georgia Avenue and Kennedy Street NW Next Steps*



## 5.0 44th Street and Nannie Helen Burroughs Avenue NE

The intersection of 44th Street and Nannie Helen Burroughs Avenue NE is located in Ward 7. The intersection is signalized with five approaches, including Hunt Place. This segment of 44th Street is classified as a collector, while Nannie Helen Burroughs Avenue is classified as a minor arterial street. The traffic signal operates in a pre-timed mode with a cycle length of 80 seconds during the AM peak hour, 75 seconds during the PM peak hours, and 75 seconds during off-peak hours. The posted speed limit on Nannie Helen Burroughs Avenue is 30 mph, while the unposted speed limit on 44th Street and Hunt Place are 25 mph. No parking restriction signs are posted along west curb of 44th Street between Hunt Place and Nannie Helen Burroughs Avenue.



Figure 16. 44th Street and Nannie Helen Burroughs Avenue NE Site Visit

### 5.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 64 police-reported crashes at this intersection, including one fatality and one disabling injury. Approximately 34 percent of the crashes were rear end, which tend to occur when drivers are distracted, fail to stay in their lane, follow too closely behind another vehicle, or speed. Over 20 percent of the crashes involved sideswipes, driver inattention, or improper lane changing. The one fatal crash involved an unlicensed driver traveling on Nannie Helen Burroughs Avenue NE on a Sunday morning. Speed was a factor in five of the crashes, and alcohol or drugs were involved in two of the crashes. Two of the crashes over the three-year period were bike related, and two involved pedestrians. Figure 17 provides the summary report of crashes at this intersection.

### Spring 2016 High Crash Intersection Site Visits



DC Department of Transportation - Traffic Accident Reporting and Analysis System

### Accident Summary Report (R-7)

Intersection: 44TH ST and HUNT PL, NE							
Time Period Covered: From 01/01/2013 To 12/31/2015				Prepared By: Steven Arhin		Prepared Date: 11/21/2015	
Total Number of Accident:	64	Collision Type	#ACC	%	Collision Type	#ACC	%
Total Number of Fatalities:	1	Right Angle:	2	3.1%	Fixed Object:	3	4.7%
Total Number of Injuries:	36	Left Turn:	1	1.6%	Ran Off Road:	1	1.6%
Total Number of Disabling Injuries:	1	Right Turn:	2	3.1%	Ped. Involved:	2	3.1%
Total Number of NonDisabling Injuries:	2	Rear End:	22	34.4%	Backing:	4	6.3%
Total Number of Pedestrians Involved:	4	Side Swiped:	13	20.3%	Non Collision:	1	1.6%
Total Number of Bicycles Involved:	2	Head On:	1	1.6%	Under/Over Ride:	0	0.0%
Total Number of Motorcycles Involved:	0	Parked:	3	4.7%	Unspecified:	9	14.1%
<b>Time of Day</b>				<b>Day of week</b>			
07:30 ~ 09:30:	7	10.9%	Sunday:	9	14.1%		
09:30 ~ 11:30:	5	7.8%	Monday:	7	10.9%		
11:30 ~ 13:30:	3	4.7%	Tuesday:	7	10.9%		
13:30 ~ 16:00:	10	15.6%	Wednesday:	7	10.9%		
16:00 ~ 18:30:	10	15.6%	Thursday:	9	14.1%		
18:30 ~ 07:30:	29	45.3%	Friday:	12	18.8%		
Unspecified:	0	0.0%	Saturday:	13	20.3%		
<b>Weather Condition</b>				<b>Surface Condition</b>			
Clear:	44	68.8%	Dry:	46	71.9%		
Rain:	11	17.2%	Wet:	15	23.4%		
Snow:	0	0.0%	Snow/Ice:	0	0.0%		
Sleet/Hail:	0	0.0%	Slush:	0	0.0%		
Fog/Mist:	1	1.6%	Water/Sand:	0	0.0%		
Crosswind/Blowing Sand:	0	0.0%	Repairing:	0	0.0%		
Unspecified:	8	12.5%	Unspecified:	3	4.7%		
<b>Type of Vehicle</b>				<b>Accident Severity Type</b>			
Passenger Car:	105	82.7%	Fatal Collision:	1	1.6%		
Bus:	1	0.8%	Injury Collision:	25	39.1%		
Truck:	5	3.9%	PDO Collision:	38	59.4%		
Taxi:	2	1.6%	<b>Light Condition</b>				
Minivan:	0	0.0%	Daylight:	35	54.7%		
Police/Emergency Vehicle:	8	6.3%	Dawn/Dusk:	2	3.1%		
Motorcycle/Moped:	0	0.0%	Dark(Lighted):	24	37.5%		
Bicycle:	2	1.6%	Dark(Not Lighted):	1	1.6%		
Fixed Object:	0	0.0%	Dark(Unknown Lighting):	0	0.0%		
Unspecified:	4	3.1%	Unspecified:	2	3.1%		
<b>Contributing Factor</b>				<b>Pedestrian Actions</b>			
Driver: Speed:	5	3.9%	In Crosswalk with Signal:	1	25.0%		
Driver: Alcohol/Drug:	2	1.6%	In Crosswalk against Signal:	0	0.0%		
Driver: Electronic Device:	0	0.0%	In Crosswalk no Signal:	0	0.0%		
Driver: Others:	19	15.0%	In Unmarked Crosswalk:	0	0.0%		
Vehicle:	0	0.0%	Not in Crosswalk:	1	25.0%		
Roadway:	1	0.8%	From Between Parked Cars:	0	0.0%		
Unspecified:	100	78.7%	Unspecified:	2	50.0%		
<b>Year</b>	<b>Accidents</b>	<b>Fatalities</b>	<b>Injuries</b>	<b>Disabling Injuries</b>	<b>Pedestrians</b>	<b>Bicycles</b>	<b>Motorcycles</b>
2013	24	1	12	1	0	0	0
2014	24	0	14	1	4	2	0
2015	16	0	10	0	0	0	0

7 Records are not approved as of 11/21/2016 2:59:55 PM

Figure 17. 44th Street and Nannie Helen Burroughs Avenue NE Crash Data

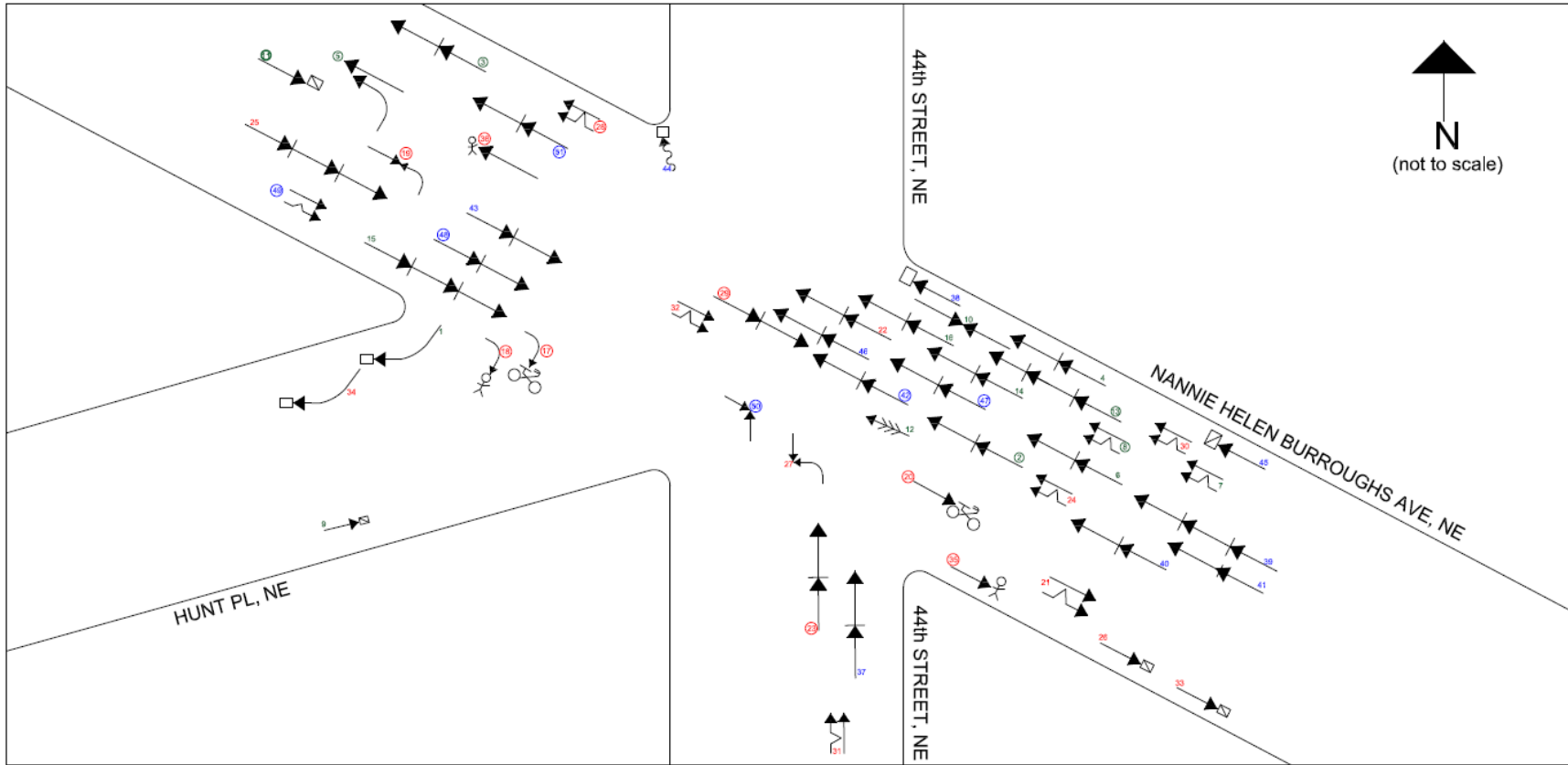


Figure 18. 44th Street and Nannie Helen Burroughs Avenue NE Crash Diagram



Figure 19. 44th Street and Nannie Helen Burroughs Avenue NE Intersection Diagram

## 5.2. Recent and Planned Projects

In 2012, DDOT completed a reconstruction of 44<sup>th</sup> Street, Nannie Helen Burroughs, and Hunt Place. The project improved roadway markings, signage, and traffic signal infrastructure. Other recent changes include installation of new traffic signal hardware, new street light fixtures, and new bus shelters. Nearside bus stops were installed, which appear to cause congestion when buses are stopped, most notably in the WB direction.

## 5.3. Site Visit Observations

Participants identified issues related to improving driver behavior. Observations conducted during the site visit found that many drivers travel along Nannie Helen Burroughs Avenue in excess of the 30 mph posted speed limit. This can contribute to crash occurrences and increase crash severity. Some such issues may only require minor fixes, while others could require more substantial capital improvements. Many require further investigation and evaluation by DDOT.

### Spring 2016 High Crash Intersection Site Visits



### Pedestrian Issues

- P1. Evaluate signal phasing and pedestrian signals.
- P2. Refurbish crosswalk markings.
- P3. Possible curb extension on Hunt Place.

### Bicycle Issues

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

### Transit Issues

- T1. Explore relocating eastbound bus stop.

### Vehicular Issues

- V1. Motorists observed turning too wide.
- V2. Evaluate lane drop on eastbound Nannie Helen Burroughs Avenue.

## 5.4. Next Steps

The following table identifies the next step for each issue and the associated timeline. Wherever possible, both design/evaluation and implementation timelines are noted, but further exploration for some issues may find potential solutions infeasible.

Issue	Next Step	Timeline
<b>Pedestrian Issues</b>		
P1. Evaluate signal phasing and pedestrian signals across Hunt Place.	Pedestrians crossing Hunt Place currently run concurrent with 44th, although there are some heavy turn volumes. Determine if LPI would be feasible for pedestrians crossing Hunt and eastbound leg of NHB.	Evaluation: Fall 2016 Implementation: The evaluation determined that the current configuration is optimal.
P2. Crosswalk markings on NHB are not visible enough	Upgrade crosswalk markings on NHB to high visibility.	Evaluation: February 2017 Implementation: Two high visibility crosswalks will be installed by spring 2017, weather permitting.
P3. Curb extension on Hunt Place.	Potential to shorten Hunt Place crossing with curb extension on SW corner of intersection.	Evaluation: Winter 2017 Implementation: Evaluate implementing implications, with implementation in Spring 2017.



<b>Transit Issues</b>		
T1. Explore relocating eastbound bus stop to far side of 44th Street	To be discussed with WMATA	Evaluation: Winter 2017 Implementation: Coordinate with WMATA for implementation in Spring 2017.
<b>Vehicular Issues</b>		
V1. Motorists observed turning too wide.	Puppy skips to guide NB 44th Street motorists onto WB Nannie Helen Burroughs Ave	Evaluation: February 2017 Implementation: Further evaluation determined that puppy skips are not warranted at this intersection.
V2. Evaluate lane drop on EB NHB.	Contingent on T1. With relocation of bus stop to far side, lane drop could happen at 44th.	Evaluation: Winter 2017 Implementation: Contingent upon evaluation of T1.

*Table 5. 44th Street and Nannie Helen Burroughs Avenue NE Next Steps*

## 6.0 18th Street and Adams Mill Road NW

18<sup>th</sup> Street NW is classified as a minor arterial, with ADT volumes of 17,400 VPD. It is a two-lane north-south roadway, with on-street parking on both sides. It has an exclusive right-turn lane in the northbound direction. Adams Mill Road NW is classified as a collector road with ADT volumes of 4,800 vehicles per day. It is also a two-lane north-south roadway, with on-street parking on the west side of the road and exclusive right-turn and left-turn lanes in the southbound direction. Columbia Road is classified as a minor arterial with ADT volumes of 12,600 VPD. Its configuration varies from two to three lanes, with exclusive bike lanes and on-street parking on both sides in the vicinity of the study intersection. It has exclusive left-turn and right-turn lanes in the westbound direction.



Figure 20. 18th Street and Adams Mill Road NW Site Visit

### 6.1. Crash Data

According to the crash report, from January 1, 2013 to December 31, 2015, there were 61 crashes at this intersection out of which, 17 were sideswipes, 11 were rear ends, 3 were parked, and 9 occurred while vehicles were making turns. There was a total of 14 known injuries reported in these crashes with two known to be disabling.

#### Spring 2016 High Crash Intersection Site Visits



DC Department of Transportation - Traffic Accident Reporting and Analysis System

**Accident Summary Report (R-7)**

Intersection: COLUMBIA RD and ADAMS MILL RD, NW							
Time Period Covered: From 01/01/2013 To 12/31/2015		Prepared By: Steven Arhin		Prepared Date: 6/2/2016			
Total Number of Accident:	61	Collision Type	#ACC	%	Collision Type	#ACC	%
Total Number of Fatalities:	0	Right Angle:	3	4.9%	Fixed Object:	1	1.6%
Total Number of Injuries:	14	Left Turn:	3	4.9%	Ran Off Road:	0	0.0%
Total Number of Disabling Injuries:	2	Right Turn:	3	4.9%	Ped. Involved:	5	8.2%
Total Number of NonDisabling Injuries:	1	Rear End:	11	18.0%	Backing:	5	8.2%
Total Number of Pedestrians Involved:	6	Side Swiped:	17	27.9%	Non Collision:	0	0.0%
Total Number of Bicycles Involved:	10	Head On:	0	0.0%	Under/Over Ride:	0	0.0%
Total Number of Motorcycles Involved:	0	Parked:	3	4.9%	Unspecified:	10	16.4%
<b>Time of Day</b>				#ACC	%	<b>Day of week</b>	
07:30 ~ 09:30:				2	3.3%	Sunday:	
09:30 ~ 11:30:				6	9.8%	Monday:	
11:30 ~ 13:30:				0	0.0%	Tuesday:	
13:30 ~ 16:00:				6	9.8%	Wednesday:	
16:00 ~ 18:30:				4	6.6%	Thursday:	
18:30 ~ 07:30:				43	70.5%	Friday:	
Unspecified:				0	0.0%	Saturday:	
07:30 ~ 09:30:				2	3.3%	16	
09:30 ~ 11:30:				6	9.8%	26.2%	
11:30 ~ 13:30:				0	0.0%	6	
13:30 ~ 16:00:				6	9.8%	9.8%	
16:00 ~ 18:30:				4	6.6%	5	
18:30 ~ 07:30:				43	70.5%	8.2%	
Unspecified:				0	0.0%	3	
						4.9%	
						16	
						26.2%	
						6	
						9.8%	
						5	
						8.2%	
						3	
						4.9%	
						9	
						14.8%	
						6	
						9.8%	
						16	
						26.2%	
<b>Weather Condition</b>				#ACC	%	<b>Surface Condition</b>	
Clear:				49	80.3%	Dry:	
Rain:				6	9.8%	Wet:	
Snow:				0	0.0%	Snow/Ice:	
Sleet/Hail:				0	0.0%	Slush:	
Fog/Mist:				0	0.0%	Water/Sand:	
Crosswind/Blowing Sand:				0	0.0%	Repairing:	
Unspecified:				6	9.8%	Unspecified:	
						3	
						4.9%	
<b>Type of Vehicle</b>				#VEH	%	<b>Accident Severity Type</b>	
Passenger Car:				77	85.8%	Fatal Collision:	
Bus:				5	4.3%	Injury Collision:	
Truck:				4	3.4%	PDO Collision:	
Taxi:				12	10.3%		
Minivan:				0	0.0%	<b>Light Condition</b>	
Police/Emergency Vehicle:				1	0.9%	Daylight:	
Motorcycle/Moped:				1	0.9%	Dawn/Dusk:	
Bicycle:				10	8.5%	Dark(Lighted):	
Fixed Object:				0	0.0%	Dark(Not Lighted):	
Unspecified:				7	6.0%	Dark(Unknown Lighting):	
						Unspecified:	
						3	
						4.9%	
<b>Contributing Factor</b>				#VEH	%	<b>Pedestrian Actions</b>	
Driver: Speed:				0	0.0%	In Crosswalk with Signal:	
Driver: Alcohol/Drug:				2	1.7%	In Crosswalk against Signal:	
Driver: Electronic Device:				0	0.0%	In Crosswalk no Signal:	
Driver: Others:				28	23.9%	In Unmarked Crosswalk:	
Vehicle:				1	0.9%	Not in Crosswalk:	
Roadway:				0	0.0%	From Between Parked Cars:	
Unspecified:				86	73.5%	Unspecified:	
						0	
						0.0%	
						2	
						50.0%	
						0	
						0.0%	
						1	
						25.0%	
						0	
						0.0%	
						1	
						25.0%	
						0	
						0.0%	
						0	
						0.0%	
<b>Year</b>	<b>Accidents</b>	<b>Fatalities</b>	<b>Injuries</b>	<b>Disabling Injuries</b>	<b>Pedestrians</b>	<b>Bicycles</b>	<b>Motorcycles</b>
2013	16	0	6	0	6	0	0
2014	25	0	4	1	0	5	0
2015	20	0	4	0	0	5	0

13 Records are not approved as of 6/2/2016 2:10:29 PM

Figure 21. 18th Street and Adams Mill Road NW Crash Data



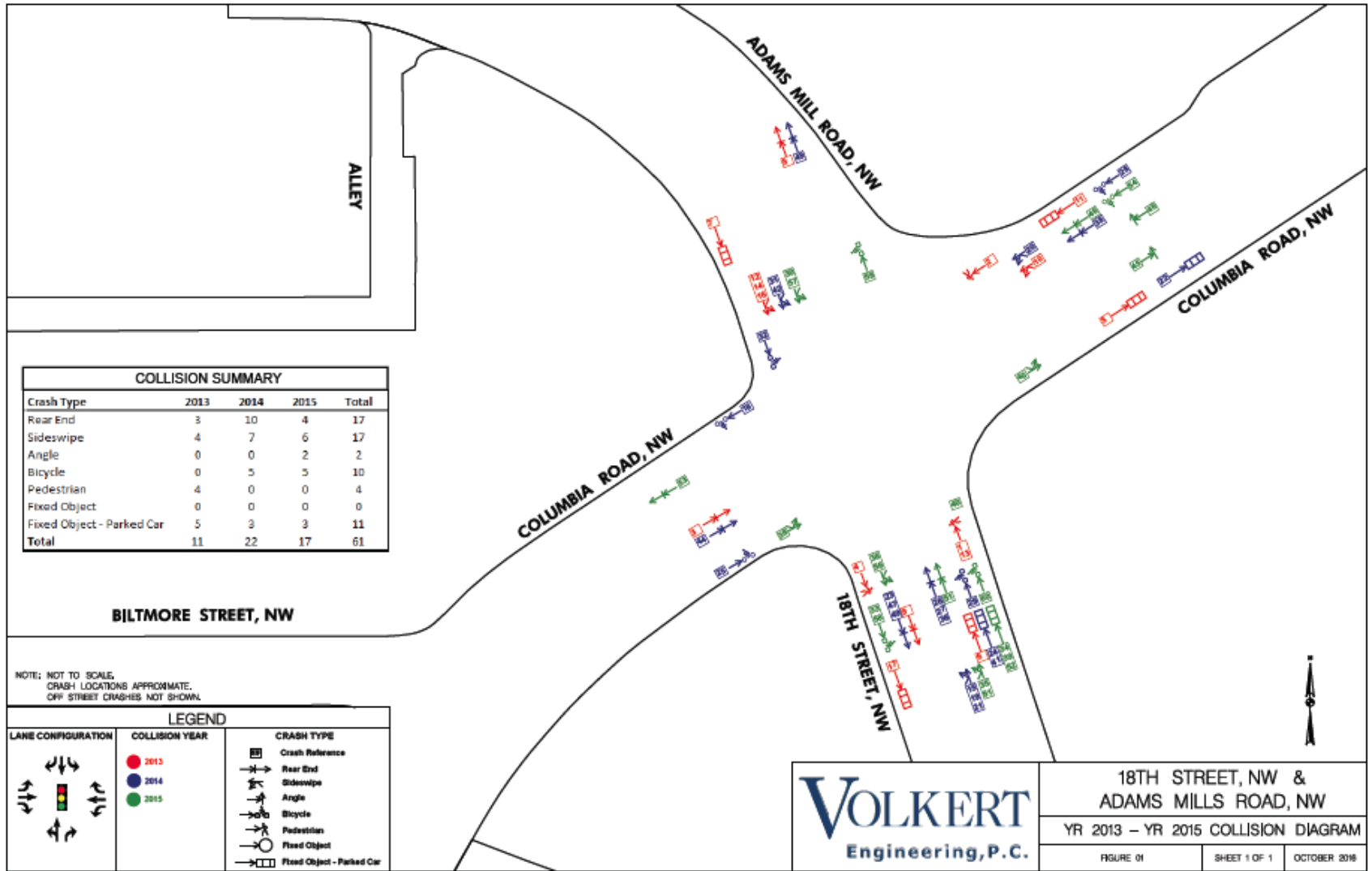


Figure 22. 18th Street and Adams Mill Road NW Crash Diagram

Spring 2016 High Crash Intersection Site Visits

## 6.2. Recent and Planned Projects

DDOT completed the Adams Morgan Streetscape project in 2012, which involved a full reconstruction of 18<sup>th</sup> Street from Florida Avenue to Columbia Road, and included safety, ADA, drainage, utility, and other improvements. The Metropolitan Police Department (MPD) is proposing to install a speed camera on the 1700 block of Columbia Road NW in the northbound direction.

## 6.3. Site Visit Observations

On Thursday, June 2, 2016, beginning at 4:30 PM, site visit participants identified issues related to all travel modes. Some may only require minor fixes while others could require more substantial capital improvements. Many require further investigation and evaluation by DDOT.

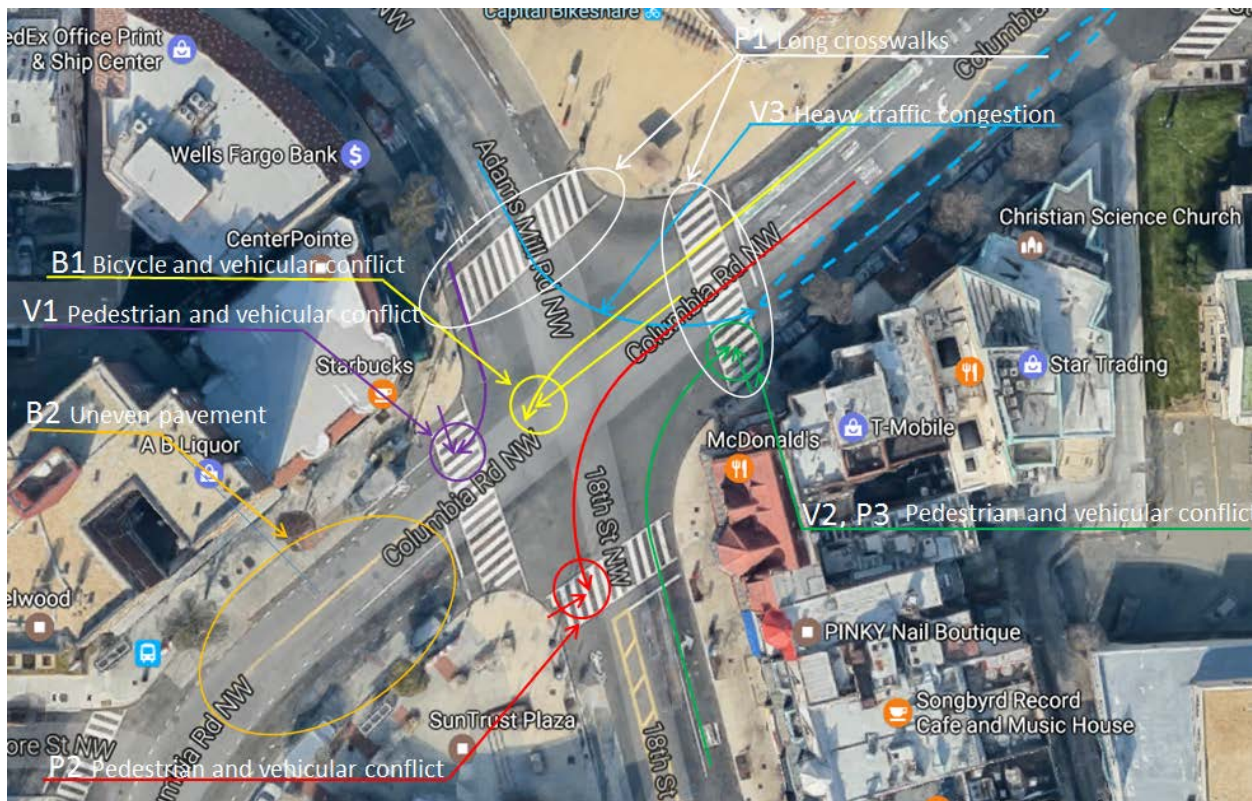


Figure 23. 18th Street and Adams Mill Road NW Site Visit Observations

### Pedestrian Issues

- P1. Leading left turn signal at westbound Columbia creates conflict with pedestrians who have the walk signal crossing 18th Street. Long crosswalks make crossing difficult for pedestrians.
- P2. Poor visibility of pedestrians for right-turning vehicles and bikes from 18th St to eastbound Columbia.

### Spring 2016 High Crash Intersection Site Visits



**Bicycle Issues**

B1. Westbound Columbia Rd. bicyclists need a safer way to make a left turn onto southbound 18th Street.

B2. Uneven pavement on Columbia Rd west of intersection. Potential for bicycle-vehicle conflicts due to swerving.

**Vehicular Issues**

V1. Right-turning vehicles do not yield or stop for pedestrians with walk signal.

V2. Vehicles speed while making right turns due to large turning radius curb lines, endangering pedestrians crossing on walk signal.

V3. Congestion from Adams Mill traffic making left turn onto eastbound Columbia Rd. all the way to 16th St.

**6.4. Next Steps**

The following table identifies the next step for each issue and the associated timeline. Wherever possible, both design/evaluation and implementation timelines are noted, but further exploration for some issues may find potential solutions infeasible.

Issue	Next Step	Timeline
<b>Pedestrian Issues</b>		
P1. Leading left turn signal at westbound Columbia creates conflict with pedestrians who have the walk signal crossing 18th St. Long crosswalks make crossing difficult for pedestrians.	Signal Division to conduct a study. Curb extensions will be evaluated.	Evaluation: March 2017 Implementation: Contractor review of curb extensions to complete in April.
P2. Poor visibility of pedestrians for right-turning vehicles and bikes from 18th St to eastbound Columbia.	“Curb extensions” with paint and possibly flex posts to slow turning vehicles from NB 18th to EB Columbia Road	Evaluation: April 2017 Implementation: Study to identify potential for long-term curb realignment.
<b>Bicycle Issues</b>		
B1. Westbound Columbia Rd. bicyclists need a safer way to make a left turn onto southbound 18th St.	Provide exclusive lane parallel to the crosswalk crossing east side Columbia Rd. or two-stage turn box to provide a "Copenhagen left."	Evaluation: Winter 2017 Implementation: Design is currently underway, with implementation by April 2017.



Issue	Next Step	Timeline
B2. Uneven pavement on Columbia Rd south of intersection. Potential for bicycle-vehicle conflicts due to swerving.	Pavement resurfacing	Evaluation: Winter 2017 Implementation: Long-term, pending inclusion in paving plan. Not scheduled for near future resurfacing but DDOT will assess partial resurfacing.
<b>Vehicular Issues</b>		
V1. Right-turning vehicles do not yield or stop for pedestrians with walk signal.	Install DC Law Turning Vehicles Stop for Pedestrians	Evaluation: March 2017 Implementation: Sign installation April 2017.
V2. Vehicles speed while making right turns due to large turning radius curb lines, endangering pedestrians crossing on walk signal.	Modify the curbs and reduce the turning radiuses.	Evaluation: April 2017 Implementation: To be determined based on evaluation results.
V3. Congestion from Adams Mill traffic making left turn onto eastbound Columbia Rd. all the way to 16th St.	Modification on existing single eastbound Columbia Rd lane configuration to a possible double travel lane signal timing modification.	Evaluation: April 2017 Implementation: To be determined based on evaluation results.

Table 6. 18th Street and Adams Mill Road NW Next Steps

## 7.0 Wisconsin Avenue and Albemarle Street NW

The intersection of Wisconsin Avenue and Albemarle Street NW is located adjacent to the Tenleytown-AU Metro station. At the study intersection, Wisconsin Avenue is a four lane north-south roadway with two-way traffic; Albemarle Street is a two lane east-west roadway with two-way traffic. Both streets have on-street parking on both sides.

The August 17, 2016 site visit included Councilmember Cheh and staff, DDOT staff, bicycle advocates, MPD officers, residents, as well as representatives from the Pedestrian Advisory Council.

### 7.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 53 crashes at this intersection. Approximately 45% of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Over 11% of the crashes were right turns, which occur when drivers take turns too quickly, or without looking for pedestrians or other drivers. These crashes resulted in fifteen injuries, of which one was disabling. No fatalities occurred as a result of these crashes. Speed was a factor in one crash, and alcohol/drugs was not a factor in any crash. Eight pedestrians and one bicyclist were involved in crashes at this intersection. Figure 24 provides the summary report of crashes at this intersection.



DC Department of Transportation - Traffic Accident Reporting and Analysis System

**Accident Summary Report (R-7)**

Intersection: WISCONSIN AVE and ALBEMARLE ST, NW

Time Period Covered: From 01/01/2013 To 12/31/2015

Prepared By: Steven Arhin

Prepared Date: 8/16/2016

Total Number of Accident:	53	Collision Type	#ACC	%	Collision Type	#ACC	%
Total Number of Fatalities:	0	Right Angle:	2	3.8%	Fixed Object:	0	0.0%
Total Number of Injuries:	15	Left Turn:	2	3.8%	Ran Off Road:	0	0.0%
Total Number of Disabling Injuries:	1	Right Turn:	6	11.3%	Ped. Involved:	5	9.4%
Total Number of NonDisabling Injuries:	0	Rear End:	5	9.4%	Backing:	1	1.9%
Total Number of Pedestrians Involved:	8	Side Swiped:	24	45.3%	Non Collision:	0	0.0%
Total Number of Bicycles Involved:	1	Head On:	0	0.0%	Under/Over Ride:	0	0.0%
Total Number of Motorcycles Involved:	0	Parked:	1	1.9%	Unspecified:	7	13.2%

Time of Day	#ACC	%
07:30 ~ 09:30:	8	15.1%
09:30 ~ 11:30:	7	13.2%
11:30 ~ 13:30:	9	17.0%
13:30 ~ 16:00:	9	17.0%
16:00 ~ 18:30:	10	18.9%
18:30 ~ 07:30:	10	18.9%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	2	3.8%
Monday:	8	15.1%
Tuesday:	6	11.3%
Wednesday:	7	13.2%
Thursday:	11	20.8%
Friday:	11	20.8%
Saturday:	8	15.1%

Weather Condition	#ACC	%
Clear:	43	81.1%
Rain:	2	3.8%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	3	5.7%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	5	9.4%

Surface Condition	#ACC	%
Dry:	43	81.1%
Wet:	8	15.1%
Snow/Ice:	0	0.0%
Slush:	1	1.9%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	1.9%

Type of Vehicle	#VEH	%
Passenger Car:	73	71.6%
Bus:	7	6.9%
Truck:	10	9.8%
Taxi:	4	3.9%
Minivan:	0	0.0%
Police/Emergency Vehicle:	2	2.0%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	1.0%
Fixed Object:	0	0.0%
Unspecified:	5	4.9%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	11	20.8%
PDO Collision:	42	79.2%

Light Condition	#ACC	%
Daylight:	37	69.8%
Dawn/Dusk:	1	1.9%
Dark(Lighted):	11	20.8%
Dark(Not Lighted):	1	1.9%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	3	5.7%

Contributing Factor	#VEH	%
Driver: Speed:	1	1.0%
Driver: Alcohol/Drug:	0	0.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	18	17.6%
Vehicle:	0	0.0%
Roadway:	1	1.0%
Unspecified:	82	80.4%

Pedestrian Actions	#ACC	%
In Crosswalk with Signal:	4	66.7%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	1	16.7%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	1	16.7%

Year	Accidents	Fatalities	Injuries	Disabling Injuries	Pedestrians	Bicycles	Motorcycles
2013	16	0	7	0	1	1	0
2014	16	0	2	0	2	0	0
2015	21	0	6	0	5	0	0

7 Records are not approved as of 8/16/2016 2:46:27 PM

Figure 24. Wisconsin Avenue and Albemarle Street NW Crash Data

## 7.2. Recent and Planned Projects

In December 2016, WMATA completed the Tenleytown-AU Station Access Study Phase II, which considered improvements to the blocks around the east entrance of the Metro station. The goals of the study were to improve multimodal access, enhance the public realm, reduce vehicular conflicts, and improve the transit customer’s waiting experience. The WMATA study completed the planning phase, and DDOT is responsible for the next step, which is the design phase.

## 7.3. Site Visit Observations

On Wednesday, August 17, 2016 beginning at 8:30am, participants identified issues related to all travel modes. Some may only require minor fixes, while others may require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



Figure 25. Wisconsin Avenue and Albemarle Street NW Site Visit Observations

### Overall Issues

O1. Remove or push back parking on Albemarle Street between Wisconsin Avenue and Fort Drive to improve visibility.

### Pedestrian Issues

P1. Install leading pedestrian interval (LPI) at intersection.

## Spring 2016 High Crash Intersection Site Visits

P2. Mark Whole Foods driveway with crosswalk, other markings, warning surface, or other treatments. Install an audible signal.

P3. Investigate banning right turns on red at the intersection.

**Bicycle Issues**

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

**Vehicle Issues**

V1. Investigate better signage to decrease occurrence of illegal left turns.

V2. Add “Don’t Block the Box” signs to reduce congestion.

V3. Investigate stationing a Traffic Control Officer (TCO) during the PM rush.

**7.4. Next Steps**

The following table identifies the next step for each issue and the associated timeframe. DDOT is coordinating internally on each issue; further exploration for some issues may find potential solutions infeasible, or may find an alternate solution than what is listed here.

Issue	Next Step	Timeframe
<b>Overall Issues</b>		
O1. Parking near the intersection decreases visibility.	Remove or push back parking on Albemarle Street between Wisconsin Avenue and Fort Drive to improve visibility.	Evaluation: Fall 2016 Implementation: Short-term for pushing back parking. Removing parking on block is longer-term measure
<b>Pedestrian Issues</b>		
P1. Turning drivers increase risks to pedestrians.	Install LPI at intersection.	Evaluation: Fall 2016 Implementation: LPI design for all crosswalks is underway. The eastbound left turn phase is protected only, which is incompatible with an LPI.
P2. Wisconsin/Whole Foods driveway is challenging for pedestrians.	Mark Whole Foods driveway with crosswalk, other markings, warning surface, or other treatments. Look into installing an audible signal at driveway.	Evaluation: Winter 2017 Implementation: Further evaluation underway, with recommendations by spring 2017.





Issue	Next Step	Timeframe
P3. Drivers making right turns on red present challenges for pedestrians.	Investigate banning right turns on red at the intersection.	Evaluation: Winter 2017 Implementation: Line of sight analysis to be performed within 120 days.
<b>Vehicular Issues</b>		
V1. Left turns from SB Wisconsin to Albemarle are banned during rush hour but drivers still make illegal turns.	Investigate better signage to decrease occurrence of illegal left turns.	Evaluation: Winter 2017 Implementation: Shop order submitted February 2017 for replacement "No left turn" signs.
V2. Drivers blocking the box.	Add "Don't Block the Box" signs to decrease congestion.	Evaluation: Winter 2017 Implementation: Shop orders submitted February 2017 for signs at Wisconsin Ave northbound and southbound approaches.
V3. Need TCO during PM rush.	Investigate stationing a TCO during PM rush.	Evaluation: Winter 2017 Implementation: Analysis underway, with recommendation by March 2017.

Table 7. Wisconsin Avenue and Albemarle Street NW Next Steps

## 8.0 Connecticut Avenue and Porter Street NW

The intersection of Connecticut Avenue and Porter Street NW is located adjacent to the Cleveland Park Metro station. At the study intersection, Connecticut Avenue is a six-lane north-south roadway with two-way traffic; Porter Street is a four-lane east-west roadway with two-way traffic. To the east of the intersection, Quebec Street NW intersects Porter Street on the north side of the roadway, with a slip lane to Connecticut Avenue for northbound traffic.

The August 17, 2016 site visit included Councilmember Cheh's staff, DDOT staff, bicycle advocates, MPD officers, and residents.



Figure 26. Connecticut Avenue and Porter Street NW Site Visit

### 8.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 52 crashes at this intersection. Approximately 44% of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Another 28% of crashes were due to rear ends. These crashes resulted in 11 injuries, of which 2 were disabling. No fatalities occurred as a result of these crashes. Speed was not a factor in any of these crashes, but alcohol/drugs was a factor in one crash. These crashes involved two pedestrians and one bicyclist. Figure 27 provides the summary report of crashes at this intersection.

#### Spring 2016 High Crash Intersection Site Visits



DC Department of Transportation - Traffic Accident Reporting and Analysis System

**Accident Summary Report (R-7)**

Intersection: CONNECTICUT AVE and PORTER ST, NW

Time Period Covered: From 01/01/2013 To 12/31/2015 Prepared By: admin TARAS Prepared Date: 1/30/2017

	#ACC	%	Collision Type	#ACC	%
Total Number of Accident:	52		Right Angle:	2	3.8%
Total Number of Fatalities:	0		Left Turn:	2	3.8%
Total Number of Injuries:	11		Right Turn:	0	0.0%
Total Number of Disabling Injuries:	2		Rear End:	15	28.8%
Total Number of NonDisabling Injuries:	2		Side Swiped:	23	44.2%
Total Number of Pedestrians Involved:	2		Head On:	1	1.9%
Total Number of Bicycles Involved:	1		Parked:	0	0.0%
Total Number of Motorcycles Involved:	0		Fixed Object:	0	0.0%
			Ran Off Road:	0	0.0%
			Ped. Involved:	2	3.8%
			Backing:	0	0.0%
			Non Collision:	0	0.0%
			Under/Over Ride:	0	0.0%
			Unspecified:	7	13.5%

Time of Day	#ACC	%
07:30 ~ 09:30:	3	5.8%
09:30 ~ 11:30:	10	19.2%
11:30 ~ 13:30:	5	9.6%
13:30 ~ 16:00:	6	11.5%
16:00 ~ 18:30:	14	26.9%
18:30 ~ 07:30:	14	26.9%
Unspecified:	0	0.0%

Day of week	#ACC	%
Sunday:	2	3.8%
Monday:	8	15.4%
Tuesday:	7	13.5%
Wednesday:	11	21.2%
Thursday:	7	13.5%
Friday:	9	17.3%
Saturday:	8	15.4%

Weather Condition	#ACC	%
Clear:	38	73.1%
Rain:	6	11.5%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	8	15.4%

Surface Condition	#ACC	%
Dry:	41	78.8%
Wet:	6	11.5%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	5	9.6%

Type of Vehicle	#VEH	%
Passenger Car:	74	70.5%
Bus:	10	9.5%
Truck:	9	8.6%
Taxi:	3	2.9%
Minivan:	0	0.0%
Police/Emergency Vehicle:	2	1.9%
Motorcycle/Moped:	0	0.0%
Bicycle:	1	1.0%
Fixed Object:	0	0.0%
Unspecified:	6	5.7%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	10	19.2%
PDO Collision:	42	80.8%

Light Condition	#ACC	%
Daylight:	31	59.6%
Dawn/Dusk:	2	3.8%
Dark(Lighted):	15	28.8%
Dark(Not Lighted):	1	1.9%
Dark(Unknown Lighting):	0	0.0%
Unspecified:	3	5.8%

Contributing Factor	#VEH	%
Driver: Speed:	0	0.0%
Driver: Alcohol/Drug:	1	1.0%
Driver: Electronic Device:	0	0.0%
Driver: Others:	20	19.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	84	80.0%

Pedestrian Actions	#ACC	%
In Crosswalk with Signal:	2	100.0%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	0	0.0%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

Year	Accidents	Fatalities	Injuries	Disabling Injuries	Pedestrians	Bicycles	Motorcycles
2013	18	0	8	2	2	1	0
2014	17	0	0	0	0	0	0
2015	17	0	3	0	0	0	0

9 Records are not approved as of 1/30/2017 10:45:34 AM

Figure 27. Connecticut Avenue and Porter Street NW Crash Data

## 8.2. Recent and Planned Projects

DDOT completed the Cleveland Park Transportation Study in 2013, which resulted in several recommendations regarding safety, the public realm, parking management, and the service lane along Connecticut Avenue. Notably, the study recommended removing the slip lane on Quebec Street and Porter Street to Connecticut Avenue. This would allow relocation of the bus stop on Porter Street west of the intersection with Quebec Street, adjacent to a new pedestrian plaza area.

Currently, DDOT is leading the Cleveland Park Streetscape and Drainage Improvement Project in coordination with WMATA. The project aims to address the recurring flooding problem near the Metro station, improve pedestrian safety, access and visibility at all intersections, and upgrade public amenities (curb ramps, adding bike racks, benches, and tree boxes). DDOT presented design concepts and gathered comments from the community at a public meeting in September 2016.

## 8.3. Site Visit Observations

On Wednesday, August 17, 2016 at 5:30 pm, participants identified issues related to all travel modes. Some may only require minor fixes, while others may require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



Figure 28. Connecticut Avenue and Porter Street NW Site Visit Observations

### Pedestrian Issues

P1. Pedestrian conflicts with vehicles exiting the parking lot onto Ordway Street.

### Spring 2016 High Crash Intersection Site Visits



**Bicycle Issues**

B1. Bike climbing lane on Porter Street stops short of intersection with Connecticut Avenue.

**Transit Issues**

T1. Location of eastbound bus stop on Porter Street is nearside but far from the intersection, leading to conflicts with pedestrians accessing Metro and Park & Shop.

**Vehicle Issues**

V1. Eastbound traffic from Porter Street speeds through 30<sup>th</sup> Street and adjacent alleys due to queuing on approach to intersection with Connecticut Avenue.

V2. Fire station driveway on Connecticut Avenue is unsignalized.

V3. Carsharing location on the west side of Connecticut Avenue and Ordway Street not optimal.

**8.4. Next Steps**

The following table identifies the next step for each issue and the associated timeframe. DDOT is coordinating internally on each issue; further exploration for some issues may find potential solutions infeasible, or may find an alternate solution than what is listed here.

Issue	Next Step	Timeframe
<b>Pedestrian Issues</b>		
P1. Pedestrian conflicts with vehicles exiting the parking lot onto Ordway Street.	On SE corner at service drive, consider realignment to eliminate conflict. At NE corner, no options to modify historic plaza access to Ordway.	Evaluation: Winter 2017 Implementation: To be included in Cleveland Park Streetscape and Drainage Improvement Project.
<b>Bicycle Issues</b>		
B1. Bike lane on Porter Street stops short of intersection with Connecticut Avenue.	Extend bike climbing lane from 2501 Porter Street to intersection with Connecticut Avenue.	Evaluation: Winter 2017 Implementation: To be completed by August 2017.
<b>Transit Issues</b>		
T1. Location of eastbound bus stop on Porter Street is nearside but far from the intersection, leading to conflicts with pedestrians accessing Metro and Park & Shop.	Eliminate slip lane from Quebec Street to Connecticut Avenue and construct pedestrian plaza location for new bus stop.	Evaluation: Complete Implementation: To be included in Cleveland Park Streetscape and Drainage Improvement Project.



Issue	Next Step	Timeframe
<b>Vehicular Issues</b>		
V1. Eastbound traffic from Porter Street speeds through 30th Street and adjacent alleys due to queuing on approach to intersection with Connecticut Avenue.	Recommended installation of new off-set double yellow centerline and whiteline to create a left turn lane for northbound traffic from Porter. Crosswalk and stopbar pavement markings to be refurbished, as well as new sign installation.	Evaluation: November 2016 Implementation: Markings and sign installation completed November 2016.
V2. Fire station driveway on Connecticut Avenue is unsignalized.	Conduct signal warrant analysis for fire station driveway.	Evaluation: Winter 2017 Implementation: To be included in Cleveland Park Streetscape and Drainage Improvement Project, with completion by end of 2018.
V3. Carsharing location on the west side of Connecticut Avenue and Ordway Street conflicts with southbound vehicles turning right from Connecticut onto Ordway Street.	Eliminate one Enterprise parking location, and relocate the other to the east side of Connecticut Avenue and Ordway Street.	Evaluation: Complete Implementation: February 15, 2017

Table 8. Connecticut Avenue and Porter Street NW Next Steps

## 9.0 Wisconsin Avenue, Van Ness Street, and 39<sup>th</sup> Street NW

The intersection of Wisconsin Avenue, Van Ness Street, and 39th Street NW is approximately half a mile south of the Tenleytown-AU Metro station. At the study intersection, Wisconsin Avenue is a six-lane north-south roadway with two-way traffic and street parking during off-peak periods; Van Ness Street is a three-lane east-west roadway with two-way traffic. Just north of Van Ness Street, Wisconsin Avenue intersects with 39<sup>th</sup> Street NW, a one-way northbound street with two lanes of street parking and one travel lane.

The August 18, 2016 site visit included Councilmember Cheh's staff, DDOT representatives, bicycle advocates, MPD officers, and residents.



Figure 29. Wisconsin Avenue, Van Ness Street, and 39th Street NW Site Visit

### 9.1. Crash Data

From January 1, 2013 to December 31, 2015, there were 46 crashes at this intersection. Approximately 28% of the crashes were sideswipes, which tend to occur when drivers quickly change lanes. Another 19% involved rear ends, and 13% involved left turns. These crashes resulted in 20 injuries, of which one was disabling. No fatalities occurred as a result of these crashes (note: there was a pedestrian fatality at Wisconsin and Veazey Street in 2015). Speed was a factor in one crash. Five crashes involved pedestrians, one of which involved a pedestrian crossing with the walk signal, and one involved a bicyclist. Figure 29 provides the summary report of crashes at this intersection.

### Spring 2016 High Crash Intersection Site Visits



DC Department of Transportation - Traffic Accident Reporting and Analysis System

**Accident Summary Report (R-7)**

Intersection: 39TH ST and VAN NESS ST, NW							
Time Period Covered: From 01/01/2013 To 12/31/2015		Prepared By: admin TARAS		Prepared Date: 1/30/2017			
Total Number of Accident:	46	Collision Type	#ACC	%	Collision Type	#ACC	%
Total Number of Fatalities:	0	Right Angle:	1	2.2%	Fixed Object:	1	2.2%
Total Number of Injuries:	20	Left Turn:	6	13.0%	Ran Off Road:	0	0.0%
Total Number of Disabling Injuries:	1	Right Turn:	3	6.5%	Ped. Involved:	4	8.7%
Total Number of NonDisabling Injuries:	7	Rear End:	9	19.6%	Backing:	2	4.3%
Total Number of Pedestrians Involved:	5	Side Swiped:	13	28.3%	Non Collision:	0	0.0%
Total Number of Bicycles Involved:	1	Head On:	1	2.2%	Under/Over Ride:	0	0.0%
Total Number of Motorcycles Involved:	4	Parked:	0	0.0%	Unspecified:	6	13.0%
<b>Time of Day</b>				<b>Day of week</b>			
07:30 ~ 09:30:	8	17.4%	Sunday:	2	4.3%		
09:30 ~ 11:30:	5	10.9%	Monday:	5	10.9%		
11:30 ~ 13:30:	6	13.0%	Tuesday:	7	15.2%		
13:30 ~ 16:00:	9	19.6%	Wednesday:	13	28.3%		
16:00 ~ 18:30:	8	17.4%	Thursday:	8	17.4%		
18:30 ~ 07:30:	10	21.7%	Friday:	7	15.2%		
Unspecified:	0	0.0%	Saturday:	4	8.7%		
<b>Weather Condition</b>				<b>Surface Condition</b>			
Clear:	39	84.8%	Dry:	40	87.0%		
Rain:	3	6.5%	Wet:	4	8.7%		
Snow:	1	2.2%	Snow/Ice:	1	2.2%		
Sleet/Hail:	0	0.0%	Slush:	0	0.0%		
Fog/Mist:	0	0.0%	Water/Sand:	0	0.0%		
Crosswind/Blowing Sand:	0	0.0%	Repairing:	0	0.0%		
Unspecified:	3	6.5%	Unspecified:	1	2.2%		
<b>Type of Vehicle</b>				<b>Accident Severity Type</b>			
Passenger Car:	63	75.9%	Fatal Collision:	0	0.0%		
Bus:	6	7.2%	Injury Collision:	17	37.0%		
Truck:	5	6.0%	PDO Collision:	29	63.0%		
Taxi:	2	2.4%	<b>Light Condition</b>				
Minivan:	0	0.0%	Daylight:	39	84.8%		
Police/Emergency Vehicle:	2	2.4%	Dawn/Dusk:	0	0.0%		
Motorcycle/Moped:	4	4.8%	Dark(Lighted):	7	15.2%		
Bicycle:	1	1.2%	Dark(Not Lighted):	0	0.0%		
Fixed Object:	0	0.0%	Dark(Unknown Lighting):	0	0.0%		
Unspecified:	0	0.0%	Unspecified:	0	0.0%		
<b>Contributing Factor</b>				<b>Pedestrian Actions</b>			
Driver: Speed:	1	1.2%	In Crosswalk with Signal:	1	20.0%		
Driver: Alcohol/Drug:	0	0.0%	In Crosswalk against Signal:	0	0.0%		
Driver: Electronic Device:	0	0.0%	In Crosswalk no Signal:	1	20.0%		
Driver: Others:	19	22.9%	In Unmarked Crosswalk:	0	0.0%		
Vehicle:	0	0.0%	Not in Crosswalk:	0	0.0%		
Roadway:	2	2.4%	From Between Parked Cars:	0	0.0%		
Unspecified:	61	73.5%	Unspecified:	3	60.0%		
<b>Year</b>	<b>Accidents</b>	<b>Fatalities</b>	<b>Injuries</b>	<b>Disabling Injuries</b>	<b>Pedestrians</b>	<b>Bicycles</b>	<b>Motorcycles</b>
2013	15	0	5	3	0	0	2
2014	17	0	4	0	2	0	1
2015	14	0	11	4	3	1	1

5 Records are not approved as of 1/30/2017 10:46:25 AM

Figure 30. Wisconsin Avenue and Van Ness Street NW Crash Data



## 9.2. Recent and Planned Projects

Several safety improvements have been made recently at this intersection. In 2015 bike lanes were installed on Van Ness Street west of Wisconsin Avenue. A contraflow bike lane was installed in 2016 on 39<sup>th</sup> Street NW between Veazey Street and Albemarle Street. Additionally in 2016, a HAWK signal was installed on Wisconsin Avenue at Veazey Street to aid pedestrian safety.

## 9.3. Site Visit Observations

On Wednesday, August 18, 2016 beginning at 8:30am, participants identified issues related to all travel modes. Some may only require minor fixes, while others may require more substantial capital improvements. Many require further investigation and evaluation by DDOT. The timeline for next steps is included in the next section.



Figure 31. Wisconsin Avenue, Van Ness Street, and 39th Street NW Site Visit Observations

### Overall Issues

O1. The circular driveway serving the Taipei Economic and Cultural Representative Office is too close to the intersection of Van Ness and Wisconsin. It is not in compliance with current DDOT policy, as it lies almost entirely in public space and does not provide access to off-street parking.

### Pedestrian Issues

P1. Conflicts between pedestrians and vehicles at circular driveway curb cuts.

## Spring 2016 High Crash Intersection Site Visits

P2. The intersection of 39<sup>th</sup> Street at Wisconsin Avenue lacks a standard crosswalk. This is complicated by the circular driveway curb cut on 39<sup>th</sup> Street.

P3. Turning vehicles were observed conflicting with pedestrians legally in the crosswalk for the intersection of Van Ness Street and Wisconsin Avenue.

**Bicycle Issues**

No bicycle issues were observed, but implementation of the other recommendations will increase safety for all users, including bicyclists.

**Vehicle Issues**

V1. Vehicles entering and exiting the driveway present conflict hazards to vehicles on Van Ness Street and 39<sup>th</sup> Street.

**9.4. Next Steps**

The following table identifies the next step for each issue and the associated timeframe. DDOT is coordinating internally on each issue; further exploration for some issues may find potential solutions infeasible, or may find an alternate solution than what is listed here.

Issue	Next Step	Timeframe
<b>Overall Issues</b>		
O1. The circular driveway between Van Ness and 39 <sup>th</sup> St is not in compliance with current DDOT policy.	Driveway and curb cuts should be removed, allowing the temporary diverter on the entrance to 39 <sup>th</sup> St to be made permanent with a concrete curb extension. This will calm traffic and aid pedestrian safety.	Evaluation: Summer 2016 Implementation: Right of Way Office to work with Taipei Economic and Cultural Representative Office to explore a plan for removal by spring 2017.
<b>Pedestrian Issues</b>		
P1. Conflicts between pedestrians and vehicles at circular driveway curb cuts.	Curb cuts should be removed and curb restored.	Evaluation: Summer 2016 Implementation: Right of Way Office to work with Taipei Economic and Cultural Representative Office to explore a plan for removal by spring 2017.

Issue	Next Step	Timeframe
P2. The intersection of 39th Street at Wisconsin Avenue lacks a standard crosswalk. This is complicated by the circular driveway curb cut on 39th Street.	A permanent curb extension to reduce pedestrian conflicts on 39 <sup>th</sup> St should be designed and constructed, along with a standard crosswalk.	Evaluation: Fall 2016 Implementation: Contingent upon driveway and curb cut removal timeframe.
P3. Turning vehicles were observed conflicting with pedestrians legally in the crosswalk for the intersection of Van Ness Street and Wisconsin Avenue.	Leading pedestrian intervals should be added at the intersection of Van Ness St and Wisconsin Ave.	Evaluation: Winter 2017 Implementation: Signals team to analyze and implement by spring 2017.
<b>Vehicular Issues</b>		
V1. Vehicles entering and exiting the driveway present conflict hazards to vehicles on Van Ness Street and 39th Street.	Driveway and curb cuts should be removed.	Evaluation: Fall 2016 Implementation: Contingent upon driveway and curb cut removal timeframe.

*Table 9. Wisconsin Avenue, Van Ness Street, and 39th Street NW Next Steps*

## 10.0 Conclusion

The high crash intersection site visit process was a useful exercise in which key stakeholders developed a common understanding of transportation safety issues and quickly evaluated a number of different issues in specific locations.

The theme of the site visits coalesces well with the District’s Vision Zero Initiative to eliminate transportation fatalities and serious injuries within 10 years as Vision Zero will require concerted and collaborative effort from a number of stakeholders. These intersection evaluations and improvements are important early actions in achieving the vision, along with the engineering, infrastructure, and enforcement changes at these locations. This collaborative approach to improving data collection and analysis and engaging regularly with key stakeholders will enable us to identify and address safety issues more effectively.

With this second round of site visits, DDOT has more formally institutionalized its process, and expects to accelerate the time period to implement recommended safety improvements to the intersections.

**Compliance Bus Stops Upgraded in FY15**

Ward	Quadrant	Work Plan Year	Street Name	From	To	Bus Stop	Actual Start Date	Date Completed	Bus Count
						Number			
1	NW	FY 14	Columbia Rd	Harvard St.	Quarry Rd.	1003225, 1001901, 1001945	5-Jan-2015	10-Feb-2015	3
1	NW	FY 15	16th and Euclid St.			1002874, 1002915	21-Jul-2015	28-Jul-2015	2
2	SW	FY 15	D St.	L'efant Plaza	12th St.	1000659, 1003425	2-Apr-2015	28-Apr-2015	2
2	NW	FY 15	P St.	6th St	7th St.	1001414, 1001431	14-May-2015		2
2	NW	FY 14	23rd St.	N St.	P St.	1001433			1
2	NW	FY 15	3rd St.	Jefferson Dr.	Madison Dr.	New Bus Stop	7-Feb-2015	11-Mar-2015	1
3	NW	FY 15	Connecticut Ave and Military Rd.			1002672, 1002331	29-Jun-2015	10-Jul-2015	2
3	NW	FY 15	Connecticut Ave and Legation St			1002694	1-Jul-2015	14-Jul-2015	1
4	NW	FY 14	16th and Somerset			1002924	21-Mar-2015	1-Apr-2015	1
4	NW	FY 15	Blair Rd.	Peabody St.	Nicholson St.	1002703, 1002699, 1002684, 1002673, 1002662	1-May-2015	12-Jun-2015	5
5	NE	FY 14	Florida Ave.	Staple St.	Holbrook St.	1003269, 1003268	5-Jan-2015	23-Mar-2015	2
5	NE	FY 14	Rhode Island Ave. and 10th			1002964			1
6	SE	FY 14	18th Street and Massachusetts Ave.			1000671, 1000674, 1000676	24-Mar-2015	1-Apr-2015	3
6	NE	FY 15	E Street and Columbus Circle (includes Massachusetts Ave. at Union Station)			New Stop, 1003744	7-Feb-2015	12-Mar-2015	2
7	SE	FY 14	Southern Ave.	Urn St.	Shell Pl.	3000873, 1003798	18-Mar-2015	29-Apr-2015	2
8	SE	FY 16	2ND ST & OAKWOOD St			1000198			1
8	SE	FY 15	Martin L. King Ave	Eaton Rd.	Pomeroy Rd.	1003014, 1000271	2-Jun-2015	18-Jun-2015	2
8	SE	FY 14	Good Hope Rd	15th St	18th St	1000414, 1000410, 1003672, 1000417, 1000416	7-May-2015	1-Jun-2015	5
8	SE	FY 15	MLK and Malcolm X Ave.			1000161, 1000171	22-Jun-2015	9-Jul-2015	2
8	SE	FY 14	Alabama Ave and 24th			1000228	19-Jun-2015	2-Jul-2015	1
8	SE	FY 15	Alabama Ave and 30th			1000336, 1000332	13-Jul-2015	17-Jul-2015	2
8	SE	FY 14	Alabama Ave and Ainger Pl			1000264, 1003034	6-Jul-2015	11-Jul-2015	2
8	SE	FY 16	L'Enfant Sq.	Penn Ave.	Minnesota Ave.	1000483, 1003289, 1000485	30-Nov-2015	30-Jan-2016	3
8	SE	FY 16	Southern Ave.	So. Capital St.	Naylor Rd.	3002821, 3000467, 1003676, 1003801, 1003804, 3000467, 3000497, 3000525, 3000562	13-Oct-2015	Present	9
		FY15	Military Rd NW, WB between Oregon St & 27th St			1002689		6/10/2015	1
		FY15	Constitution Ave NW, Westbound and 7th St NW, Northeast corner			1000867		8/18/2015	1
		FY15	Nebraska Ave and Chesapeake St. NW NB			NA		9/18/2015	1
		FY15	Right side of Connecticut Ave. S B, Beside Block 3100			1002080		10/9/2015	1
		FY15	23 St SB and I St			1003183		10/23/2015	1
			2800 Blk of Bruce Place SE -- 1000267			1000267			1
			5800 Blk Dix St NE -- 1003298			1003298			1
			2600 Blk Franklin St NE -- 1001912			1001912			1

**Compliance Bus Stops Upgraded in FY15**

Ward	Quadrant	Work Plan Year	Street Name	From	To	Bus Stop	Actual Start Date	Date Completed	Bus Count
						Number			
			UTAH AVE. NW			10028016		2/7/2015	1
			WESTERN AVE. NW/LIVINGSTON ST.			1002705		3/23/2015	1
			5640 WESTERN AVE. NW			1002709		4/6/2015	1
			NEW JERSEY AVE. NW			1001541		5/7/2015	1
			AT 2213 RHODE ISLAND AVE. NE			N/A		5/9/2015	1
			AT 205T NE & RHODE ISLAND AVE. NE			N/A		5/9/2015	1
			AT 13TH ST., NE AND RI AVE. NE			N/A		5/16/2015	1
			AT 2008 RHODE ISLAND AVE., NE			N/A		5/30/2015	1
			AT 24TH ST./S. DAKOTA/RI. AVE. NE			N/A		5/30/2015	1
			2004 Rhode Island Ave., NE			1002030		6/12/2015	1
			5131 5th Street NW			N/A		7/16/2015	1
			14TH St., NE, btwn Constitution/A St. NE			1000841		8/13/2015	1
			Minnesota Ave., SE, btwn C St., & B St., SE			1000718		8/15/2015	1
			Western Ave., NW,			2000013		8/21/2015	1
			Minnesota Ave., SE, btwn C St., & B St., SE			1000698		8/22/2015	1
			Western Ave., NW,			1003124		8/28/2015	1
			14TH ST., NW			1002713		9/9/2015	1
			I ST., SE, btwn 8th St., and 9th st.			N/A		9/19/2015	1
			14TH ST. NW AND SHERIDAN ST., NW			N/A		9/22/2015	1
			14TH ST., NW			1002768		10/7/2015	1
			14TH ST., NW			1002715		10/12/2015	1
			16TH ST. NW			N/A		11/4/2015	1
			5800 14TH ST., NW (OUTBOUND)			N/A		11/24/2015	1
			TEXAS AVE. SE AND CHAPLIN RD. SE			NO ID		12/5/2015	1
			4408 TEXAS AVE., SE			N/A		12/15/2015	1
								<b>Total Bus Stops</b>	<b>90</b>